### AFFAIRS OF THE RAILWAYS.

The Peorla Freight Committee. CHICAGO, May 9 .- The Peorla committee on east-bound freight, at its meeting in this city to-day, considered the question of irregularity in rates, some of the roads having been accused of catting rates on grain. The outcome of the discussion was the adoption of a resolution whereby the representatives of the lines competing for business to Middle and Western States points, trunk-line termini, and points east thereof, agreed to maintain tariff rates on Peoria proper business-grain to ousidered proper from Peoria after it has been in elevator over forty eight hours. The lines further agreed that they would not sanction or participate in any irregularity as to rates or divisions thereof on connecting-line traffic. In view of the fact that the roads pledged themselves to support the material interests of Peorie, the Board of Trade of that city was asked to sesist in inspection and in the detection of any improper methods which might cause the withdrawal of the favorable divisions now in vogue via Peoria.

Inaugurate a Reform.

The eight roads which do an east-bound business out of Peoria, the Ohio, Indiana & Western and the Lake Erie & Western being of the number, at their meeting on Tuesday unanimously passed the following resolution:

Resolved, That we, as representatives of Peoria lines competing for business to Middle and Western States points, trunk-line termini, and points east thereof, do jointly and severally agree for ourselves and for our agents, and piedge ourselves to absolute maintenance of tariff rates on Peoria proper business; grain to be considered from Peoria proper after it has been in elevators over forty-eight hours. We further agree that we will not sanction, nor participate in any manner whatever, in any irregularity as to rates or manner whatever, in any irregularity as to rates or divisions thereof on connecting-line traffic. In view divisions thereof on connecting-line traffic. In view of the fact that we pledge ourselves to support earnestly the material interests and welfare of the city of Peoria, we ask the friendly assistance of the Peoria Board of Trade, which has been so kindly offered, to the end that they may help us in inspection and detection of any improper methods which might cause the withdrawal of the favorable divisions now in vogue via Peoria.

No Sunday Work on the Alton. The Chicago & Alton road has set an example

which it is believed that others of the important trunk lines will follow in the near future. Last Sabbath, for the first time in many years, the offices along the line of the road were closed at midnight Saturday night, and all freight trains were laid off until midnight Sunday. From 10 A. M. Sunday until midnight there were no passenger trains on the road. Heretofore, as on many Indianapolis roads. Sunday has been taken as a day to clean up freights all along the line. The management proposes to give this experiment a fair test, and believe that at the end of twelve months the road will not be the loser thereby. The Bee-line and the C., I., St. L. & C. are making an earnest move in this same direction, and it is appreciated by the em-

Assailing the Locomotive Brotherhood. TORONTO, May 9. - At a meeting of the grand division of the order of Railway Conductors, held here, Grand Chief Wheaton, in his report, referred at length to the Brotherhood of Locomotive Engineers and said that the remedy of this organization was a strike. In the present year the country had been treated to an exhibition in this direction which was a disgrace to its annals. Grand Secretary and Treasurer Dinckler, in his report said with reference to the Chicago, Burlington & Quincy strike: "The industries of a large portion of the United States have been paralyzed by the efforts of one of the most selfish monopolies in the country to procure for itself still further benefits, regardless of injuries to others, and particularly to other classes of railway employes."

What the Strike Cost the Burlington. CHICAGO, May 9.—The Chicago. Burlington & Quincy's statement of earnings and expenses for March, and for the quarter year ending March 31, was issued to-day. March was the first full month during which the strike of the engineers and firemen was in progress. The gross earnings for the month were \$1,211,188, a decrease of \$1,741,493 compared with the corresponding period of 1887. The expenses were \$1,357,603, a reduction of \$21,513, while in net earnings a deficit of \$146,415 is shown, indicating a decrease of \$1,719,979, compared with last year. For the quarter, the gross earnings were \$4,569,000, a decrease of \$2,216,300; expenses, \$3,848,526, an increase of \$419,422; net earnings, \$720,473, a decrease of \$2,635,722.

The Panhante-Monon Passenger War. CHICAGO, May 9 .- The Panhandle, which recently inaugurated a rate war on passenger business against the Louisville, New Albany & Chicago, made another cut in the rates to-day. Their rates were already down to \$6 between Chicago & Louisville and Chicago and Cincinnati. The Monon had met this rate on roundday the Panhandle put into effect a round-trip rate of \$11.50 between the points named, which is an additional cut of 50 cents. The reduction does not apply to single-trip fares. The Monon people have met the cut.

Personal, Local and State Notes. The Bee-line will next week receive two of the six engines recently contracted for.

General Agent Wilson, of the Lackawanna line, has removed his headquarters from South Illinois street to Room 6, Union Building. The stockholders of the Indianapolis & Vincennes road will hold their annual meeting for the election of directors, in this city, to-day. W. S. Baldwin, recently appointed to repre-

eaves with his family this morning for San Francisco for permanent residence. General Manager Henderson, of the Ohio, Indiana & Western, with his subordinate officials. are spending a day or two inspecting the Peoria

division and the Chicago & Ohio River road. President Ingalls, of the C., I., St. L. & C., is arranging his business to repeat his trip across the water this year. He hopes to get away next month, and expects to be absent about six

S. M. Felton, first vice, and F. B. Thomas, second vice-president of the Erie lines, with several subordinate officers, are this week inpecting the N. Y., P. & O., and other branches

The Pennsylvania Company and the Louisville Bridge Company have brought suit against the Louisville, New Albany & Chicago road for the sum due them for bridge tolls. Arrears are claimed in the sum of \$18,963.

The Fort Wayne, Cincinnati & Louisville and the Whitewater Valley roads have been added to the list over which the new issue of fivethousand-mile tickets of the Lake Shore road will be honored for transportation.

The vestibule train south over the Louisville. New Albany & Chicago road, which consisted of eix cars, carrying the members of the medical profession, made the run from Chicago to Indisaspolis in six hours and eight minutes.

For some months past the Lake Shore road has been engaged in taking out curves in the portion of their line in Indiana west of Balleyown. A good deal of this class of work has been done, and Monday last trains began to run over the new track.

Judge Gresham yesterday sent the order to Springfield, Ill., for the transfer of the Indianapolis, Decatur & Springfield road to the reorganized Indianapolis, Decatur & Western Railroad Company, and to-day the same order will be forwarded to Indianapolis. The attorneys of the Cincinnati, Indianapolis.

St. Louis & Chicago road have brought suit in the United States District Court to recover \$100,000 damages against the Tiffany Refrigerator car Company, of Chicago, for breach of contract to furnish 200 cars in 1887.

The monthly report of Secretary Eckman, of the Indianapolis Joint Weighing Association, shows overweights in cars billed out of Indianapolis of 6,384,845 pounds. This weighing asso-siation is proving a valuable auxiliary to the roads, and doing much to increase their revenue.

At the hearing before Chairman Daniels, of the passenger department of the Central Traffic Association, Wednesday next, regarding passen-ger differentials from Cleveland to Columbus and Cincinnati, the Bee-line's application for differentials from St. Louis and Indianapolis will be considered.

The Illinois State Journal says that the St. Louis & Central Illinois Railroad Company will egin this week the location of a road from Sates to Springfield, Ill., and it is expected to have the line in operation by Sept. 1. It will be a good feeder for some of the Eastern lines

out of Springfield. The twenty-first annual convention of the National Association of Master Mechanics will be held at Alexandria Bay, N. Y., on the 19th of June. Two or three of the master mechanics of Indianapolis roads are arranging to be in at-lendance. The place selected is the famous Thousand Island country.

In the four menths ended April 30, the Bee-ine forwarded from the Indianapolis live-stock pards 1,227 car-loads of live-stock, the Chicago, St. Louis & Pittsburg 456, the Cincinnati, Indi-

anapolis, St. Louis & Chicago 155, the Cincin-nati, Hamilton & Indianapolis eighty-nine, the

Obio, Indiana & Western fifty. The duties of traffic manager on the Chesapeak & Ohio road have been divided between General Passenger Agent Harry Fuller and General Freight Agent E. D. Hotekiss. It is quite evident that President Ingalls proposes to run the C. & O. on a more economical basis than heretofore and do much of the general managing himself.

Vice-president Malott, of the Union Railway Company, yesterday afternoon ordered a special train made up, and took the delegates attending the Millers' Association meeting, around the Belt road. They were favorably impressed with the value of the road to the roads centering here, but more impressed with the opportunity it offers to manufacturers to locate.

Articles of incorporation for another railroad scross northern Indiana were filed yesterday with the Secretary of State. W. B. Sterrett, one of the leading men in the enterprise, was in the city, yesterday, and says that the road will certainly be built, and will be a link of an important trunk line. It is to be known as the Ohio, Indiana & Missouri River road.

W. C. Irwin, chief engineer of the Bee-line, has gone to one of the Carolinas for his health. When he was taken sick a few months ago he weighed 284 pounds and was a picture of health; he now weighs but 130 pounds. For some time past General Manager Beach has been spending a couple of hours each day at his old desk in the chief engineer's office, and thus far has looked after Mr. Irwin's duties, with the aid of assist-

Now that the strikes in Pennsylvania are over, the officials of the Pennsylvania lines look for a decided improvement in business. One of them says that the people have no idea how deep these labor troubles cut into the revenue from freights. At Pittsburg alone the Pennsylvania was handling twenty-five cars a day in May, 1887, against one a day now, or, at least, against one a week ago, when business was at its lowest

The Fashr Block promises to become the railroad block of the city. District passenger agents of the Chicago & Alton, Atchison, Tope-ka & Santa Fe, the Northern Pacific, the Missouri Pacific and the Wabash Western have all taken rooms in the building, with frontage on Jackson place, and several of the ticket offices on South Illinois street will be removed into

that building. D. L. Wing, president of the St. Louis & Chicago road, who has been East for some time, looking for money to build the road, has returned much elated. It is proposed to extend the road from Springfield to Eureka, 170 miles, and from Mt. Olive to St. Louis, thirty miles. About fifteen miles of the road are now graded. There is a possibility that the building of this road will belp the Indianapolis, Decatur & Western when their line is completed to Springfield,

President Ingalls states that as soon as the extension of the Chesapeake & Ohio from Huntington to Cincinnati is completed, and the new bridge across thekOhio river, the company will enter into the coal and coke traffic to Chicago from the West Virginia mines, and will load the cars on the return trip for Newport News with grain. This, he says, will largely increase the revenue of the C. & O., and enable the road to earn interest on the refunded bonded debt and leave a surplus to be applied for dividends.

The outlook for traffic the remainder of this month is regarded as favorable, so far as volume is concerned, but comparisons with the average rates the last few years justify the assertion that the roads are compelled to do a much larger business than ever before to earn an equal amount of revenue. While unfriendly legislation has had something to do with reducing rates to the present low basis, the officials of the roads are not entirely blameless, as repeated cuts, influenced in many instances by personal considerations, has led a large class of people to think that the roads were charging exorbitant rates when such was not the fact.

E. A. Ford, general passenger agent of the Pennsylvania lines west of Putsburg, who was in the city yesterday, says he sees no signs of a restoration of passenger rates to tariff between Indianapolis and Chicago. The trouble is all with the milesge books, and hundreds of them have been sold to or placed in the hands of scalpers to sell, and Mr. Ford says can but be a disturbing element until the roads get together and vote to make mileage tickets non-transferable. Regarding the vestibule trains between St. Louis and the seaboard, he says that it means the putting on of two trains each way in addition to those now run, and the Pennsylvania officials, especially of the Pennsylvania road proper, hesitate some as to the wisdom of putting on such trains, and for the time being the matter has been shelved.

THE FIFTIETH CONGRESS.

The Senate Finally Passes the Railroad Land-Grant Forfeiture Bill.

WASHINGTON, May 9 .- Among the bills reported from committees and placed on the calendar were the following: Senate bill for the abpointment of a commission to select a site for a naval station on the Pacific coast; Senate bill to transfer the survey of the coasts to the Navy

Mr. Sherman, from the committee on foreign relations, reported back adversely the resolution offered by Mr. Riddleberger for consideration of the fisheries treaty in open session, and also adversely the resolution offered by Mr. Hoar for a report of the debates and proceedings on the fisheries treaty, to be subject to the order of the Senate as to its publication. The resolutions were placed on the calendar, and, at the suggestion of Mr. Hoar, notice was given by Mr. Sherman that the resolution would be taken up for action to-morrow.

Mr. Blair asked Mr. Sherman if the resolutions were to be discussed in open or in execu-

Mr. Sherman said that that was a matter for the Senate itself to determine. The Senate then resumed consideration of the railroad land forfeiture bill, the question being on the amendment offered yesterday by Mr. Hoar in reference to the lands granted the Portage Lake ship-capal. Mr. George moved to insert the words, "and

all such pre-emption and homestead claims are hereby confirmed," which was agreed to. After discussion, Mr. Hoar's amendment was agreed to-yeas 27, nays 14.

Mr. Wilson, of Iowa, moved to amend the second section by providing that it should not apply to any lands in Iowa on which any person in good faith has made or has asserted the right to make a pre-emption or homestead settlement. The amendment was agreed to.

The bill was then passed without division.
The animal-industry bill went over until to-Mr. Reagan was appointed a visitor to West

Point, vice Mr. Jones, of Arkansas, excused. The Senate then resumed consideration of the international copyright bill. After debate, the bill was passed-yeas 35, nays 10. The act is to go into effect on July 1, 1888.

On motion of Mr. Spooner, the House bill for the establishment of a life-saving station at the harbor of Kewaunee, Wis., was passed, with amendments inserting other points. Mr. Call moved to reconsider the vote passing the land-forfeiture bill, so that he might offer an amendment referring to lands in Florida.

After argument, and without action, the Senate
adjourned, leaving the land-forfeiture bill to come up again to-morrow on the motion to re-

The Day in the House.

WASHINGTON, May 9 .- Mr. Butterworth, of Ohio, called up the bill authorizing the execudepartments of the government participate in the centennial exposition of the Ohio Valley and the Central States, to be held in Cincinnati from June to October.

Mr. Grosvenor, of Ohio, offered an amendment, which was adopted, providing that such exhibits as relate to the settlement of Marietta and the territory northwest of the Ohio river may be placed on exhibition in Marietta for three days. The bill was passed. It appropri-

ates \$150,000. Mr. Cogswell, of Massachusetts, said that Mr. Woodburn, in his speech on Saturday, had stated that "William Endicott, jr., of Boston, a Cabinet officer of the Republic, its Secretary of War, was admitted [to the Cobden Club] in 1877. He [Mr. Cogswell] knew Mr. Endicott, jr., of Boston, well. He was not a Cabinet officer of this republic; he was not a Secretary of War. He was a gentleman of prominence; was a mem ber of a large importing firm and an occasional writer on economic questions. Possibly he was a member of the Cobden Club. Wm. C. Endicott-but Mr. Cogswell was not permitted to proceed further, being interrupted by demands

Mr. Phelan, of Tennessee, presented a conference report, which was adopted, granting to the city of Grand Forks. Dak, authority to build two free bridges across the Red river.

The House then went into committee of the whole-Mr. Springer, of Illinois, in the chair-

for the regular order.

on the tariff bil's. Mr. Morrow, of California, concluded his speech in opposition to the bill, addressing himself more especially to the free-lumber clause of the measure. He stated that the labor engaged in the manufacture of lumber on the Pacific coast was exclusively well-paid American labor. The placing of lumber on the free list would ruin this manufacture by bringing it into competition with the manufacture of British Colum-

bia, where the labor was performed by Chinamen. He also declared that the raisin industry of California would be destroyed if the duty on raisins was reduced, as was proposed by the bill, half a cent per pound. Passing to a consideration of the borax interests, ne referred to the rapid growth of the industry since a tariff had been placed on borax in 1883. The domestic product had increased from 5,600,000 pounds in 1883, to 10,800,000 pounds in 1887, while the price, owing to home competition, had declined from 25 cents a pound to 6 cents per pound. The pending bill proposes to place borax on the free list, and the effect of this proposition was that the great firm of Wm. T. Coleman & Co. had been compelled to suspend.

Mr. Hooker, of Mississippi, spoke in favor of

Mr. Houk, of Tennessee, opposed it, and said that if enacted into law it would put out

every furnace, close up every marble quarry and destroy every coal interest in Tennessee.

Mr. Wise, of Virginia, favored the bill.

Mr. Kennedy, of Onio, denounced the Democratic party as a free-trade party, but qualified that denunciation by declaring that there was scarcely a Democrat on the other side who was an avowed free-trader, though he might be, who was not a sefish protectionist. They all wanted their local interests protected. He earnestly opposed the free-wool feature of the Mills bill. Free trade, he said, was a relic of slavery, and he saw the Democrats in the House bowing at the beck and nod of the slave-drivers to-day as they had bowed a quarter of a century ago. Referring to a remark by Mr. Breckinridge, of Kentucky, some time ago, to the effect that the country was paying 4½ per cent interest on its bonds for the privilege of having had John Sherman Secretary of the Treasury under President Hayes, he thanked God that John Sherman had been Secretary of the Treasury. When the gentleman from Kentucky was wearing the confederate gray and attempting to tear down and destroy the Union, John Sherman and other loyal men were attempting to preserve it, and by the grace of God and Abraham Lincoln and the loyal soldiers of the country they did preserve it. He commented upon the small number of votes which were required to elect a member, to Congress were required to elect a member to Congress from the Southern States, and declared he would never, by his vote, retain in his seat a man who came here elected by a minority which had driven a majority away from the polls, or prohibited it by violence or outrage from ex-pressing its convictions at the ballot-box.

Mr. Boutelle, of Maine, quoted several authorities in support of the declaration, made by him on Saturday, that Garfield had repudiated a membership in the Cobden Club. Mr. Bynum, of Indiana, cited authorities to show that Garfield had been elected a member of the Cobden Club and had accepted the mem-

The committee then rose and the House ad-

Transplanting Garden Plants.

Garden and Forest. Contrary to advice usually given, transplanting garden plants should always be done in clear, pleasant weather. It is a great mistake to select a rainy day for this important work. Plants should not be taken up, either for transplanting into gardens or for potting for the win-dow garden, when the ground is wet. It is bet-ter to do this work when the soil is reasonably dry, so that it drops entirely from the roots without injury to them. When the soil is wet and heavy, much of it is sure to drop from the plant in taking up, and with the soil will go the delicate feeding-roots that will remain uninjured if the change is made when the soil is dry. Transplant in a clear, warm day, make a hole sufficiently large to hold the roots without crowding, fill with water, put in the plant, fill the hole with earth, which will immediately become soft mud; press this firmly around the plant and cover the surface with perfectly dry, fine earth, and the plant will never flag or droop, no matter how sunny or warm the day may be. It may be urged that this is not practicable in large fields where cabbege or tomato plants are to be set. But the best way is always the most practical, and it is much cheaper to devote a day to putting out plants and have them all live and thrive, than to put them out in half the time and have a large portion die, and the remainder linger along only half alive. It should be considered, too, that men who work out in the rain are in too great haste to get through to do their work well.

## DON'T SCOLD

a man for groaning when he has Rheumatism or Neuralgia. The pain is simply awful. No torture in the ancient times was more painful than these twin diseases. But—oughtn't a man to be blamed if, having Rheumatism or Neuralgia, he wont use Ath-lo-pho-ros, when it has cured thousands who have suffered in the same way? It has cured hundreds after physicians have pronounced them incurable.

"The skill of five physicians could not cure me of Rheumatism which had settled in the hips, neck and shoulders. So intense was the pain that sleep was almost impossible. The first dose of Athlophoros gave me relief, and the third enabled me to sleep for four and a half hours without waking. I continued its use, and am now well."

REV. S. H. TROYER, New Albany, Ind.

Send 6 cents for the beautiful colored pic-ture, "Moorish Maiden." THE ATHLOPHOROS CO. 112 Wall St. N.Y.

DIED. McGUIRE...On the evening of Tuesday, May 8 James P. McGuire, at residence, 223 North Missis

sippi street. Funeral private. SOCIETY MEETINGS.

MASONIC-PENTALPHA LODGE, NO. 564, F. and A. Masons. Special meeting in Masonic Temple this (Thursday) evening, at 8 o'clock, for Visitors will receive a fra-J. W. STAUB, W. M. work in the first degree. WILLIAM H. SMYTHE, Secretary.

ANNOUNCEMENTS.

DR. J. A. COMPTON, OFFICE, 40 EAST OHIO st.; residence, over office; telephone, 125. CLAIRVOYANT AND MAGNETIC HEALER MRS. LAVINIA DOUGLASS. Room 18, Grand

STROLOGER-MRS. DR. ELLIS. SCIENTIFIC A Astrologer, can be consulted, for a short time, on all affairs of life—where to go, what to do, to gain success in business, health and happiness. Office, Ryan's Block, Tennessee street and Indiana avenue, third floor, Room 8. Office hours 9 a. m. to 8 p. m.

POLITICAL ANNOUNCEMENTS. DEPUBLICAN COUNTY CONVENTION ... THE Republicans of Marion county who were elected as delegates to the county convention, which met in Tomlinson Hall, in Indianapolis, on the 28th day of April. 1888, for the purpose of nominating a courty ticket, and adjourned without having completed the same, are hereby notified to meet in Tomlinson Hall, in the city of Indianapolis, on the 26th day of May, 1888, at 1 o'clock p. m., for the purpose of nominating two candidates for the State Senate and five Representatives for the lower house of the State Legislature. The delegates to said convention will receive their credentials from the secretary of the county committee. By order of the executive commit-tee. W. N. HARDING, Chairman. EUGENE SAULCY, Secretary.

WANTED-AGENTS.

WANTED-LADY AGENTS. "A" SKIRT AND bustle combined and B Hose Supporters. Both new. Big profits. Secure towns for spring trade. LADIES' SUPPLY CO., 287 W. Washington St. Chicago. WANTED-LADY AGENTS FOR OUR IM proved Combination Bustle-skirt; removable hoops; can be laundried. Latest Paris style. One agent sold 500 in Columbus last spring, and made \$500. Spring trade now. Address, with stamp, E. H. CAMPBELL & CO., 484 W. Randolph st., Chicago.

WANTED-MALE HELP. WANTED-CABINET-MAKERS AND CARPEN. W ters accustomed to work on inside finish. Steady employment and good wages if application is made at once. DAYTON CAR-WORKS, Barney & Smith Manufacturing Company, Dayton, O.

WANTED-SITUATIONS. WANTED-SITUATION AS STENOGRAPHER and office clerk. Have had experience. B. W., care Journal.

FOR SALE-REAL ESTATE. FOR SALE-MERIDIAN-STREET CORNER, 106 feet by 170 feet; containing two nine-room houses; \$13,000. W. J. McCULLOUGH, 92 E. Market. LOR RENT ... 90 ACRES OF FIRST-CLASS PAS-

ture for a limited number of stock, half a mile north of Fall creek, on Central avenue, or call at 164 Fort Wayne avenue. FOR SALE-BARGA'S; NOS. 80 AND 82 INDI-south Tennessee street. C. K. WASSON, Agent, 24 South Pennsylvania street.

LOR SALE-ON ACCOUNT OF REMOVAL FROM T the city of the owner, we offer for a few days the two-story frame dwulling, of nine rooms, stable, No. 198 Broadway. Lot 49 by 169. Terms made satisfactory. C. F. SAYLES, 75 E. Market st.

FOR SALE-MISCELLANEOUS. FOR SALE—FOR \$15.000 TO \$17,000 WE will sell one of the finest manufacturing businesses in the city; best custom; not a cent loss in accounts; cash on all goods less than thirty days; best paying business; no traveling; orders for two years, more than we can fill in twelve to fifteen hours' run; stock to run with for twelve months. Object for selling, ill health; will stand by party buying till satisfied. Write what per cent, you want to make, if not out of reason we will be likely to guarantee it to you. Want no man to answer unless he means business. Address MANUFACTURER, Journal office.

The GREATEST MEDICAL TRIUMPH OF MOD-The GREATEST MEDICAL TRIUMPH OF MOD-ERN TIMES. A positive cure for every derange-ment of the Stomach and Bowels, Indigestion, Dys-pepsia, Constipation, Nervousness and every un-healthy condition that arises from a disordered state of any of the functions of the human system. FUCHSIA BUDS are the greatest nervine known to medical science, and will thoroughly re-animate a shattered nervous system. They are, beyond ques-tion, the greatest alterative that ever entered the hu-man system, while as a general tonic they are the ne plus ultra, and know no equal for the relief of suffer-ing humanity. The price of this unequaled remedy is \$1 per box; six boxes, \$5.

[Registered.] The great specific for the treatment of all female diseases. Samples free to ladies calling at this office. Send 10 cents for samples and circulars. Price, \$1 per box—one month's treatment; six boxes, \$5. F. S. NEWBY, Manager,

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and is therefore far more economical, easting less than one cent a cup. It is delicious, nourishing, strengthening, easily digested, and admirably adapted for invalids as well as for persons in health. Sold by Grocers everywhere. W. BAKER & CO., Dorchester, Mass.

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STOVES



No kindling required: no soal to carry; no asher to GAS ENGINES FROM ONE-EIGHTH HORSE-POWER UP. We sell to gas consumers in this city only. On exhibition and for sale at the GAS COMPANY,

No. 47 South Pennsylvania Street. STHMA CURED. Young's Asthma and hay Fever Cure is the only POSITIVE Remedy. Send for circulars. Price, \$2.50 per bottle. Russus, Chemists,

Indianapolis & Vincennes Railroad Company

INDIANAPOLIS, April 19, 1888. The annual meeting of the stockholders of the Indianapolis & Vincennes Railroad Company will be held at the principal office of the company, in the city of Indianapolis, Ind., at 2 o'clock p. m., on Thursday, May 10, 1888,

For the election of seven directors to serve for the ensuing year, and the transaction of such other business as may properly come before the meeting.

S. B. LIGGETT, Secretary. FINANCIAL.

MONEY TO LOAN-WM. & H. M. HADLEY, 70 V East Market street. MONEY TO LOAN-6 PER CENT. HORACE IVI McKAY, Room 11, Talbot & New's Block D'INANCIAL-MONEY ON MORTGAGE-FARMS and city property. C. E. COFFIN & CO. SIX PER CENT. ON CITY PROPERTY IN IN-OANS NEGOTIATED ON IMPROVED FARMS COOK, Room 14, Ingalls Block, Indianapolis, Ind. MONEYTO LOAN ON FARMS AT THE LOW M est market rate; privileges for repayment before due. We also buy municipal bonds. THOS. G. DAY & CO., 72 E. Market street, Indianapolis.

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Belting, Emery Wheels and Mill Supplies. Illinois Street, one square south Union Depot. UDELL WORKS. PARROTT & TAGGART

Blacking Cases, COMMODES, Etc. BAKERS. Kitchen Woodenware and Ladders. Crackers, Bread and North Indianapolis, Ind.

HOLLIDAY & WYON, Wholesale Manufacturers of HARNESS & GIG SADDLES. Dealers in LEATHER. NO. 77 SOUTH MERIDIAN STREET.

Indianapolis Terra Cotta Works STILZ, JOINER & CO., Prop's. Works: Brightwood. Send for illustrated catalogue. ROOFING MATERIALS,

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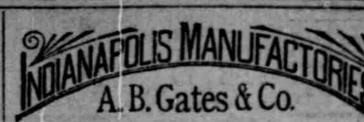
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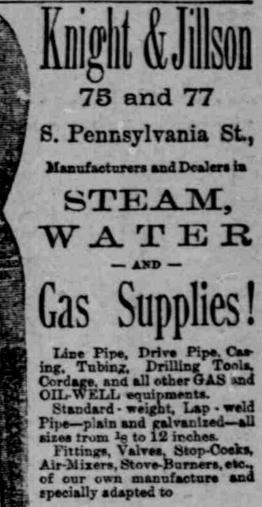
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